



The PARIS AERO SHOW

Heavy Predominance of Military Aircraft : New French Prototype Bombers and Fighters : Britain's Impressive Contribution : Atlantic Leviathans : A 2,400 h.p. Engine

(Illustrated Mainly with "Flight" Photographs and Sketches)



A CYNIC might well express the view that the XVIe Salon de l'Aviation is the most futile of all the Paris Aero Shows. Futile because nobody has anything to show and would not be able to sell it if he had, for France, like every nation, wants all the machines it can build.

Certainly there would be more than a grain of truth in such a statement. The French Air Ministry refused to sanction the exhibition of several

new and interesting types, and one cannot seriously blame them. For example, the twin-engined Amiot 370—similar to the 340 twin-engined bomber which some months ago carried General Vuillemin on his visit to Germany, had to be represented by a silver model on a pedestal in the middle of a large stand just inside the main entrance, where the actual machine would have been a striking exhibit. The 370 is a very fine aeroplane and has seven world's records to its credit. That these were established in two flights, one of which was over 2,000 km. (1,243 miles) and the other over 5,000 km. (3,107 miles) does not detract from their merit. The average speed of the former was 437 km./h. (271 m.p.h.) and beat the record for no load, 500 kg., 1,000 kg., and 2,000 kg. useful load. In the latter the average speed was 401 km./h. (249 m.p.h.) and the records beaten were for no load, 500 kg., and 1,000 kg. useful load. But the Air Ministry decided, not unreasonably, that as things are it is more important to get on with testing and development work. An ironical fact is that

the prototype was exhibited at the last Paris Show two years ago.

By way of contrast, there were two large bombers which were little more than elaborate mock-ups. Quite a lot of time and money must have been spent on building them. But probably mock-ups of the essential parts would be made anyway, and it did not take much longer to complete the rest.

Analysed by numbers, this year's show discloses the surprising fact that exactly two commercial aeroplanes, apart from mock-ups, are shown! There are 27 military types (including trainers) 19 civil machines of the private-owner or ultra-light type, three experimental machines in the form of flying "scale models" of two large boats, and the Farman high-altitude monoplane.

A Nationalised Industry

Visitors familiar with previous Paris Aero Shows are probably slightly puzzled by the unfamiliar letters introduced by the nationalisation of most of the French aircraft factories. Apart from the effect of this nationalisation on production, the disappearance of the familiar names, such as Farman, Breguet, Bleriot, and their replacement by S.N.C.A., etc., is somewhat disconcerting when one is trying to identify a certain aircraft.

The nationalised aircraft factories were divided into six main groups, according to districts, and the words Société Nationale de Constructions Aéronautiques, or S.N.C.A. for short, are followed by the district denominations Centre, Midi, Nord, Ouest, Sud-Est and Sud-Ouest.

It is not even possible to explain quite briefly that such and such a group is composed of such and such constructors, because the grouping was carried out according to districts. Thus, one may find any one of the old constructors represented in several of the new groups by reason of his